

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB104

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Loveland CODE# 061- 45108

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/8/01

CONTACT: Jennifer Vatter PHONE # ( 513 ) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607 E-MAIL \_\_\_\_\_

PROJECT NAME: Rich Road Improvements

## SUBDIVISION TYPE

## FUNDING TYPE REQUESTED

### PROJECT TYPE

(Check Only 1)

- 1. County
- X 2. City
- 3. Township
- 4. Village
- 5. Water/Sanitary District  
(Section 6119 O.R.C.)

(Check All Requested & Enter Amount)

- X 1. Grant \$ 1,029,625.00
- 2. Loan
- 3. Loan Assistance

(Check Largest Component)

- X 1. Road
- 2. Bridge/Culvert
- 3. Water Supply
- 4. Wastewater
- 5. Solid Waste
- 6. Stormwater

TOTAL PROJECT COST: \$ 2,059,250.00

FUNDING REQUESTED: \$ 1,029,625.00

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,029,625

LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check Only 1)

- \_\_\_\_ State Capital Improvement Program
- X Local Transportation Improvements Program

\_\_\_\_ Small Government Program

## FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_ APPROVED FUNDING:

\$ \_\_\_\_\_

Local Participation \_\_\_\_\_ %  
\_\_\_\_\_ %

Loan Interest Rate: \_\_\_\_\_

OPWC Participation \_\_\_\_\_ %

Loan Term: \_\_\_\_\_ years

Project Release Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Maturity Date: \_\_\_\_\_

OPWC Approval: \_\_\_\_\_

Date Approved: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

2001 SEP 21 PM 2:40

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER

**1.0 PROJECT FINANCIAL INFORMATION**

FORCE ACCOUNT

**1.1 PROJECT ESTIMATED COSTS:**

**TOTAL DOLLARS DOLLARS** (Round to Nearest D

a.) **Basic Engineering Services:** \$                      **.00**

Preliminary Design \$                      **.00**

Final Design \$                      **.00**

Bidding \$                      **.00**

Construction Phase \$                      **.00**

Additional Engineering Services \$                      **.00**

\*Identify services and costs below.

b.) **Acquisition Expenses:**  
Land and/or Right-of-Way \$                      **.00**

c.) **Construction Costs:** \$ 2,059,250 **.00**

d.) **Equipment Purchased Directly:** \$                      **.00**

e.) **Permits, Advertising, Legal:** \$                      **.00**  
(Or Interest Costs for Loan Assistance  
Applications Only)

f.) **Construction Contingencies:** \$                      **.00**

g.) **TOTAL ESTIMATED COSTS:** \$ 2,059,250 **.00**

\*List Additional Engineering Services here:  
Service:

Cost:

**1.2 PROJECT FINANCIAL RESOURCES:**

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ <u>205,925</u> .00	<u>10</u>
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER <u>MRF, County, YMCA</u>	\$ <u>823,700</u> .00	<u>40</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>1,029,625</u> .00	
d.) OPWC Funds		
1. Grant	\$ <u>1,029,625</u> .00	<u>50</u>
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ <u>1,029,625</u> .00	<u>50</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>2,059,250</u> .00	<u>100%</u>

**1.3 AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date: \_\_\_\_\_  
STATUS: (Check one)  
Traditional  
Local Planning Agency (LPA)  
State Infrastructure Bank

**2.0 PROJECT INFORMATION**

If project is multi-jurisdictional, information must be consolidated in this section.

**2.1 PROJECT NAME:** Rich Road Improvements

**2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):**

**A: SPECIFIC LOCATION:PROJECT**

Rich Road: From W. Loveland to \_\_\_\_\_' north of Fallis Road

**ZIP CODE: 45140**

**B: PROJECT COMPONENTS:**

- 1.) Mill & overlay existing bituminous surface
- 2.) Excavate to re-profile roadway to sufficient grade for adequate sight distance
- 3.) Widen pavement section to current standards
- 4.) Upgrade storm sewer system
- 5.) Install new curbs
- 6.) Install sidewalk entire length of project
- 7.) Intersection improvements at W. Loveland & Rich, including left turn lane on W. Loveland and from W. Loveland to Rich & Fallis.
- 8.) Intersection improvements at Rich, including left turn lanes at all three legs of the intersection with signalization for left turns
- 9.) Pavement striping and markings
- 10.) Grading, seeding, & mulching as required
- 11.) Upgrade traffic signal at W. Loveland/Rich Road.

**C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Rich Road: Project length is \_\_\_\_\_ LF with a width of 20 feet.

Fallis Road: Project length is 500 LF with a width of 24 feet

W. Loveland Intersection: 600 LF

**D: DESIGN SERVICE CAPACITY:**

**Detail current service capacity vs. proposed service level.**

Existing LOS 'D' and 'B', LOS IN 2011 'E' and 'B' Proposed LOS 'C' and 'B' (see attached Traffic Impact Statement)

**Road or Bridge:** Current ADT 7,323 Year: 1999

**Projected ADT:** \_\_\_\_\_ **Year:** \_\_\_\_\_

**Water/Wastewater:** Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. **Current Residential Rate:** \$ \_\_\_\_\_ **Proposed Rate:** \$ \_\_\_\_\_

**Stormwater:** Number of households served: \_\_\_\_\_

**2.3 USEFUL LIFE / COST ESTIMATE:** **Project Useful Life:** 30 **Years.**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 0,000 .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 2,059,250 .00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01/02/97</u>	<u>03/01/02</u>
4.2 Bid Advertisement and Award:	<u>07 /01/02</u>	<u>07/21 /02</u>
4.3 Construction:	<u>08/01/ /02</u>	<u>08/ 30/03</u>
4.4 Right-of-Way/Land Acquisition:	<u>                    </u>	<u>4 /01 /02</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER Fred Enderle  
TITLE City Manager  
STREET 120 W. Loveland Avenue  
CITY/ZIP Loveland, Ohio 45140  
PHONE (513) 683-0150  
FAX (513) 683-6574  
E-MAIL

#### 5.2 CHIEF FINANCIAL

OFFICER William Taphorn  
TITLE Director of Finance  
STREET 120 W. Loveland Avenue  
CITY/ZIP Loveland, Ohio 45140  
PHONE (513) 683-0150  
FAX (513) 683-6574  
E-MAIL

#### 5.3 PROJECT MANAGER

Joe Geers  
TITLE Project Manager  
STREET 120 W. Loveland Avenue  
CITY/ZIP Loveland, Ohio 45140  
PHONE (513) 683-0150  
FAX (513) 683-6574  
E-MAIL

Changes in Project Officials must be submitted in writing from the CEO.

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ X ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ X ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [X] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ X ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Fred Enders, City Manager  
Certifying Representative (Type or Print Name and Title)

[Signature] 9/18/01  
Signature/Date Signed

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E., P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

## STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Rich/Fallis Intersection Improvement project will have a useful life of at least 30 years.

### CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

  
WILLIAM W. BRAYSHAW, P.E., - P.S.  
HAMILTON COUNTY ENGINEER

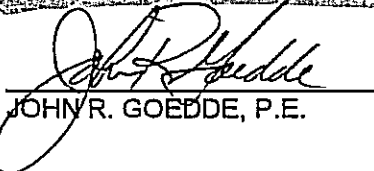
PROJECT: RICH ROAD (W. LOVELAND TO CHATHAM WOODS DRIVE)  
ENG. EST.: \$2,059,250.00

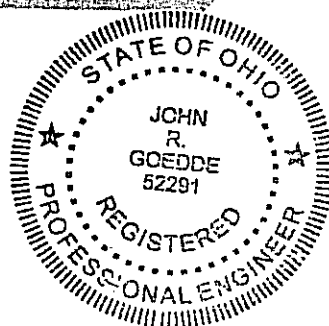
ENGINEER'S  
ESTIMATE

DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
CLEARING & GRUBBING	AC	3	\$ 7,000.00	\$ 21,000.00
EXCAVATION	CY	6,000	\$ 10.00	\$ 60,000.00
COMPACTION	CY	6,000	\$ 5.00	\$ 30,000.00
UNDERCUT, REMOVE & REPLACE	CY	700	\$ 40.00	\$ 28,000.00
PAVEMENT PLANING	SY	6,000	\$ 2.00	\$ 12,000.00
301 ASPHALT BASE	CY	900	\$ 90.00	\$ 81,000.00
402 ASPHALT LEVELING COURSE	CY	360	\$ 90.00	\$ 32,400.00
404 ASPHALT SURFACE COURSE	CY	360	\$ 90.00	\$ 32,400.00
CURB	LF	5,600	\$ 12.00	\$ 67,200.00
DRIVEWAY APRONS (REMOVE & REPLACE)	SY	500	\$ 50.00	\$ 25,000.00
GUARDRAIL	LF	200	\$ 50.00	\$ 10,000.00
12"-15" PIPE	LF	1,500	\$ 70.00	\$ 105,000.00
18"-24" PIPE	LF	800	\$ 80.00	\$ 64,000.00
CATCH BASINS	EA	14	\$ 2,000.00	\$ 28,000.00
MANHOLES	EA	13	\$ 2,000.00	\$ 26,000.00
EXTEND EX. CULVERT/BRIDGE	LS	1	\$ 40,000.00	\$ 40,000.00
HEADWALLS	LS	1	\$ 44,000.00	\$ 44,000.00
UTILITY ADJUSTMENTS	LS	1	\$ 20,000.00	\$ 20,000.00
TRAFFIC SIGNAL	LS	1	\$ 70,000.00	\$ 70,000.00
STRIPING & SIGNAGE	LS	1	\$ 20,000.00	\$ 20,000.00
TOPSOIL	CY	2,000	\$ 20.00	\$ 40,000.00
SEEDING & MULCHING	SY	14,000	\$ 1.00	\$ 14,000.00
SILT FENCE	LF	5,000	\$ 5.00	\$ 25,000.00
MAINTAIN TRAFFIC	LS	1	\$ 40,000.00	\$ 40,000.00
CONSTRUCTION LAYOUT STAKES	LS	1	\$ 30,000.00	\$ 30,000.00
RETAINING WALLS	SF	3,000	\$ 25.00	\$ 75,000.00
CONTINGENCIES	LS	1	\$ 90,000.00	\$ 90,000.00
			Sub-Total	\$1,130,000.00

TOTAL ESTIMATED COST \$2,059,250.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.  
THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.

  
JOHN R. GOEDDE, P.E.





**PRELIMINARY COST ESTIMATE\***

\* Quantities identified in this cost estimate are only for sidewalk improvements, proposed by Symmes Township along Rich Road, associated with Hamilton County's intersection improvements for Rich Road and Falls Road.

0017100

**PROJECT : RICH ROAD AND FALLIS ROAD IMPROVEMENT**  
**ENG. EST.: \$929,250.00**

REF NO	ITEM NO.	DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
1	201	CLEARING AND GRUBBING	LS	1	\$50,000.00	\$50,000.00
2	202	PAVEMENT REMOVED	SM	77	\$10.00	\$770.00
3	202	WEARING COURSE REMOVED	SM	837	\$7.00	\$5,859.00
4	202	WALK REMOVED	SM	65	\$2.00	\$130.00
5	202	PIPE REMOVED	M	36	\$15.00	\$540.00
6	202	INLET REMOVED	EA	1	\$500.00	\$500.00
7	202	HEADWALL REMOVED	EA	1	\$500.00	\$500.00
8	202	ABANDONED POLE REMOVED	EA	1	\$300.00	\$300.00
9	203	EXCAVATION, NOT INCLUD. EMBANKMENT	CM	1,865	\$20.00	\$37,300.00
10	203	EMBANKMENT	CM	566	\$20.00	\$11,320.00
11	203	SUBGRADE COMPACTION	SM	4,099	\$2.50	\$10,247.50
12	301	BITUMINOUS AGGREGATE BASE	CM	815	\$110.00	\$89,650.00
13	301	BITUMINOUS AGGREGATE BASE (DRIVES)	CY	100	\$120.00	\$12,000.00
14	448	ASPHALT CONCRETE, INT. COURSE, TYPE 2, PG64-22	CM	274	\$110.00	\$30,140.00
15	448	ASPHALT CONCRETE, SURF. COURSE, TYPE 1, PG64-22	CM	181	\$115.00	\$20,815.00
16	452	PPCCP - DRIVES	SM	133	\$100.00	\$13,300.00
17	601	RIPRAP USING 150mm CONCRETE SLAB	SM	14	\$90.00	\$1,260.00
18	601	ROCK CHANNEL PROTECTION. TYPE B, W/FILTER	CM	20	\$90.00	\$1,800.00
19	601	PAVED GUTTER, TYPE 2	M	3	\$100.00	\$300.00
20	602	CONCRETE MASONRY	CM	12	\$27.00	\$324.00
21	603	300 mm CONDUIT, TYPE B, 706.02	M	64	\$140.00	\$8,960.00
22	603	300 mm CONDUIT, TYPE C, 706.02	M	28	\$140.00	\$3,920.00
23	603	300 mm CONDUIT, TYPE C	M	3	\$140.00	\$420.00
24	603	300 mm CONDUIT, TYPE D	M	16	\$140.00	\$2,240.00
25	603	375 mm CONDUIT, TYPE B, 706.02	M	10	\$150.00	\$1,500.00
26	603	375 mm CONDUIT, TYPE C, 706.02	M	45	\$150.00	\$6,750.00
27	603	450 mm CONDUIT, TYPE B, 706.02	M	13	\$175.00	\$2,275.00
28	603	450 mm CONDUIT, TYPE C, 706.02	M	5	\$175.00	\$875.00
29	603	500 mm CONDUIT, TYPE C, 706.02	M	17	\$200.00	\$3,400.00
30	603	600 mm CONDUIT, TYPE B, 706.02	M	11	\$250.00	\$2,750.00
31	603	600 mm CONDUIT, TYPE C, 706.02	M	22	\$250.00	\$5,500.00
32	604	CATCH BASIN, CB-2-2A	EA	1	1500.00	\$1,500.00
33	604	CATCH BASIN, CB-2-3	EA	2	1500.00	\$3,000.00
34	604	CATCH BASIN, CB-3	EA	12	1500.00	\$18,000.00
35	604	INLET 1.2M	EA	2	1200.00	\$2,400.00
36	604	MANHOLE NO. 1	EA	2	\$2,000.00	\$4,000.00
37	604	SAN. MH RECONSTRUCTED TO GRADE	EA	1	\$750.00	\$750.00
38	604	SAN. MH ADJUSTED TO GRADE	EA	2	\$500.00	\$1,000.00
39	608	CONCRETE WALK 120mm	SM	641	\$40.00	\$25,640.00
40	609	CONCRETE CURB, TYPE 6	M	874	\$50.00	\$43,700.00
41	614	MAINTAINING TRAFFIC	LS	1	\$50,000.00	\$50,000.00
42	619	FIELD OFFICE	LS	1	\$5,000.00	\$5,000.00
43	623	CONSTRUCTION LAYOUT STAKES	LS	1	\$5,000.00	\$5,000.00
44	630	GROUND MOUNTED SIGN SUPPORT, NO. 3 POST	M	19	\$21.00	\$399.00
45	630	SIGNS, FLAT SHEET, TYPE G	SM	3.50	\$36.00	\$126.00
46	630	REMOVAL OF GR. MOUNT SIGN & RE-ERECTION	EA	6	\$600.00	\$3,600.00
47	642	EDGE LINE, TYPE 2	KM	0.34	\$3,000.00	\$1,020.00
48	642	CENTER LINE, TYPE 2	KM	0.31	\$5,000.00	\$1,550.00
49	642	CHANNELIZING LINE, TYPE 2	KM	0.63	\$5,000.00	\$3,150.00
50	642	TRANSVERSE LINE, TYPE 2	KM	0.10	\$5,000.00	\$500.00
51	644	LANE ARROW	EA	22	\$100.00	\$2,200.00
52	644	WORD ON PAVEMENT "ONLY"	EA	4	\$125.00	\$500.00
53	644	STOP LINE	M	33.7	\$10.00	\$337.00
54	644	CROSSWALK LINES	M	31	\$50.00	\$1,550.00
55	653	TOPSOIL FURNISHED AND PLACED	CM	337	\$50.00	\$16,850.00
56	659	COMMERCIAL FERTILIZER	KG	449	\$25.00	\$11,225.00
57	660	SODDING	SM	4493	\$18.00	\$80,874.00
58	SPL	TEMPORARY EROSION CONTROL	LS	1	\$5,000.00	\$5,000.00
59	SPL	PERFORMANCE BOND	LS	1	\$1,000.00	\$1,000.00
60	SPL	AS BUILT STORM SEWER DRAWINGS	LS	1	\$5,000.00	\$5,000.00
61	SPL	WATER WORKS ITEMS	LS	1	\$208,733.50	\$208,733.50
62	SPL	CONTINGENCIES	LS	1	\$100,000.00	\$100,000.00

*Sub-total*

**\$929,250.00**

**FROM: Wm. R. Taphorn, Director of Finance**  
Please contact me if there are questions or comments  
(683-0150, ext. 213 - phone mail is open 24/7)

**RE: Certification of Funds**

**DATE: 9-14-01**

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The City of Loveland will use \$208,000 from the Income Tax Fund  
For its participation in the Rich Road Project.

**CITY OF LOVELAND, OHIO  
DIRECTOR OF FINANCE**

*Bill Taphorn*

*Bill Taphorn*

**PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2002**

INSTRUCTIONS:      Use one form for each project. Assign priority to projects.  
The Municipality's Engineer, or a registered Engineer of the Municipality's  
choosing shall prepare the application cost estimate. Submit by August 10.

- (1) Municipality Loveland  
(2) Road Name Rich Road  
(3) Project Limits W. Loveland Avenue north to corp limit  
(4) Project Priority #1  
(5) Present Roadway Data:

(a) Pav't Width <u>20'</u>	(b) R/W Width <u>60'</u>	(c) Curb Type <u>none</u>
(d) Type Surface <u>asphalt</u>	(e) Type Base <u>asphalt</u>	(f) Shldr. Type <u>N/A</u>
(g) Shldr. Width <u>N/A</u>	(h) Year Last Resurfaced <u>          </u>	

- (6) Present condition of project area: List deficiencies and reasons for improvement.

Section is substandard and in need of widening to accommodate increased traffic flow. Roadway serves as a connector to Fields Ertel Road with important destination points including Loveland High School, Phillips Park and a future regional YMCA to be located near Fallis Road.

- (7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars.

Widen pavement section to current standards, upgrade storm sewer system, install new curbs, and install sidewalk on one side of the roadway. Intersection improvements at W. Loveland and Rich, including left turn lane on W. Loveland.

- (8) Traffic Data: (a) Present Volume 4600 (b) Date of Count 1998

- (9) Cost Estimate:

When engineering plans are necessary list the following costs:

(a) Preparation of preliminary plans & estimate, etc.	\$ <u>          </u>
(b) Preparation of final plans & estimate, etc.	\$ <u>          </u>
Construction Cost Estimate	\$ <u>780,000</u>
Other Costs (specify)	\$ <u>          </u>
Total Project Cost for which application to MRF is made	\$ <u>150,000</u>

- (10) Estimated date construction can be started after approval July, 2002

- (11) Estimated date construction can be started if not funded 100% from  
Municipal Road Fund July, 2003

- (12) Cost Estimate Prepared By: John R. Goedde, P.E. Date: 8/2/01

- (13) Application Prepared By: John R. Goedde, P.E. Date: 8/2/01

**City will apply for SCIP grant**

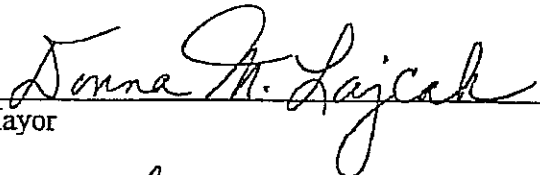
**RESOLUTION 2001 - 42****A RESOLUTION AUTHORIZING THE CITY MANAGER TO  
MAKE APPLICATION FOR FISCAL YEAR 2002 STATE CAPITAL  
IMPROVEMENT PROGRAM FUNDS AND TO EXECUTE  
GRANT AGREEMENTS WITH THE STATE OF OHIO**

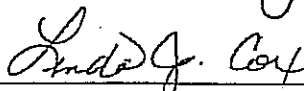
**BE IT RESOLVED** by the Council of the City of Loveland, Hamilton, Clermont and Warren Counties, Ohio;

**Section 1.** That the City Manager is hereby authorized to make application for State Capital Improvement Program (SCIP) funds for fiscal year 2002.

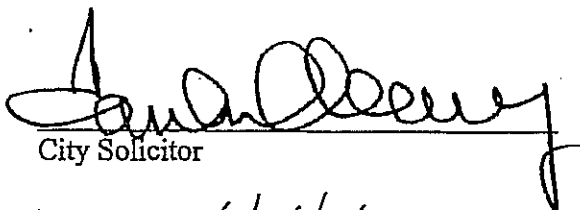
**Section 2.** That the City Manager is hereby authorized to execute grant agreements for any of the above referenced projects with the State of Ohio on behalf of the City if said grants are awarded to Loveland.

**Section 3.** This Resolution shall take effect from and after its passage.

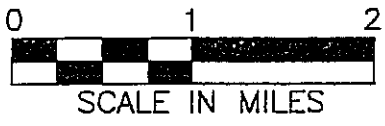
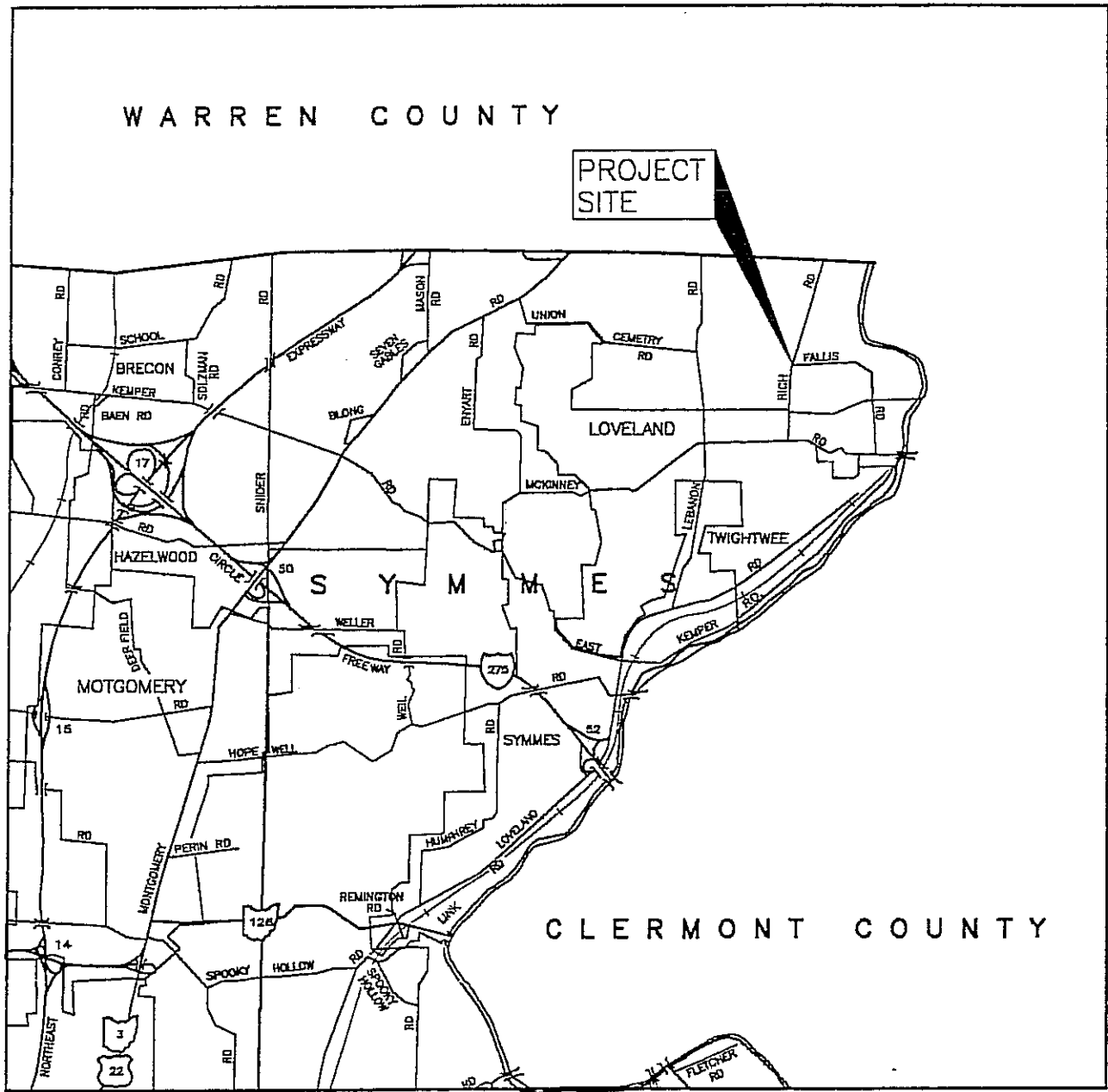
  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Clerk of Council

Approved as to Form:

  
\_\_\_\_\_  
City Solicitor

Passed: 6/26/01



# VICINITY MAP



# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

708 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523

FAX (513) 723-9748

December 1, 2001

Mr. Laurence Bicking, Director  
Ohio Public Works Commission  
65 East State Street, Suite 312  
Columbus, OH 43215

Dear Mr. Bicking,

With regards to the projects filed by the District 2 Integrating Committee that involve expansion, there are no impacts on farmland. The projects are the following:

Hamilton County - Clough/Wolfangel Intersection Improvement  
City of Harrison - New Haven Road Improvements  
City of Springdale - East Kemper Road Improvements, Phase II  
~~City of Loveland - Rich Road Improvements~~  
Hamilton County - Harrison/Dry Fork Relocation Project  
City of Forest Park - Mill Road Repair & Improvements, Phase II  
Hamilton County - Harrison Road Improvement  
Hamilton County - East Kemper Road Improvement  
Hamilton County - Asbury Road @ Beechmont Avenue Intersection Improvement  
City of Blue Ash - Reed Hartman Highway, Phase II Improvements  
City of Sharonville - US 42 Lane Addition - Park 42 to Kemper Road  
City of Cincinnati - Beekman/Harrison Street Improvements  
Village of Woodlawn - Grove Road/Woodlawn Blvd. Improvements

The following statement shall apply to all of the above listed projects:

## FARMLAND PRESERVATION STATEMENT

1. Does the project immediately impact productive agricultural and grazing land related to land acquisition? - **No**
2. Does the project have an indirect impact that will result in the loss of productive agricultural and grazing land from development related to the project? - **No**

3. Are there mitigation measures that could be implemented when alternative sites or locations are not feasible? – **No**

If you have any questions, please call Mr. Joe Cottrill of the Hamilton County Engineer's Office at (513) 946-8906.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ron Miller', written over a horizontal line.

Ron Miller, Director  
Hamilton County Regional Planning



# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

## CERTIFICATION OF TRAFFIC COUNT

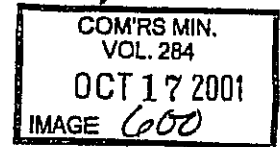
As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Rich Road & Fallis Road Improvement** project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.



WILLIAM W. BRAYSHAW, P.E.- P.S.  
HAMILTON COUNTY ENGINEER

101  
Loveland folder

# County of Hamilton



WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER PO 016162

700 COUNTY ADMINISTRATION BUILDING  
138 EAST COURT STREET  
CINCINNATI, OHIO 45202-1233  
PHONE (513) 946-1250 FAX (513) 946-1268

October 17, 2001

Board of Hamilton County Commissioners  
County Administration Building  
138 East Court Street, Room 603  
Cincinnati, Ohio 45202

Re: Agreement Between Hamilton County and the City of Loveland  
Design of Improvements to Rich Road  
Project No. 500112

Honorable Board:

Please find attached a Resolution for the purpose of entering into an Agreement between Hamilton County and the City of Loveland for the Design of Improvements to Rich Road.

Hamilton County and the City of Loveland desire to improve Rich Road from West Loveland Avenue to the southern terminus of a previously designed project (the Rich Road and Fallis Road intersection improvement), including improvements to West Loveland Avenue approximately five hundred feet east and west of Rich Road.

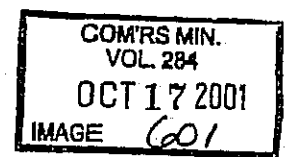
Hamilton County will be responsible for the costs of the design work to be completed under the agreement in the total amount of Thirty-eight Thousand and Five Hundred Dollars and Zero cents (\$38,500.00). Hamilton County will cooperate with the City in the preparation and submittal of a Joint Project Application for possible SCIP/LTIP funds for the project and after funding for the project is obtained will enter into another Joint Agreement with the City for the construction of the project.

The City of Loveland will be responsible for the completion of the necessary design work for the project, administer the agreement for the completion for the design work and coordinate the reviewing of the plans by all parties. The City of Loveland will be responsible for the costs of the design work to be completed under the agreement in the total amount of Eighty-five Thousand Dollars and Zero cents (\$85,000.00).

This office recommends that your Honorable Board adopt the attached Resolution for the purpose of entering in to an Agreement with the City of Loveland for the Design of Improvements to Rich Road.

Respectfully submitted,

*William W. Brayshaw*  
WILLIAM W. BRAYSHAW, P.E.-P.S.  
HAMILTON COUNTY ENGINEER



**RESOLUTION AUTHORIZING AN AGREEMENT BETWEEN HAMILTON COUNTY AND THE CITY OF LOVELAND FOR THE DESIGN OF IMPROVEMENTS TO RICH ROAD. PROJECT NO. 500112.**

**BY THE BOARD:**

**WHEREAS**, Hamilton County and the City of Loveland desire to improve Rich Road from West Loveland Avenue to the southern terminus of a previously designed county project (the Rich Road and Fallis Road intersection improvement), including improvements to West Loveland Avenue approximately five hundred feet east and west of Rich Road; and

**WHEREAS**, Hamilton County will be responsible for the costs of the design work to be completed under the agreement in the total amount of Thirty-eight Thousand and Five Hundred Dollars and Zero cents (\$38,500.00).

**WHEREAS**, funding for this project shall come from the Road and Bridge Fund 002-025, OCA 500223, Object Level 3-0949.

**WHEREAS**, The City of Loveland will be responsible for the completion of the necessary design work for the project, administer the agreement for the completion for the design work and coordinate the reviewing of the plans by all parties; and

**WHEREAS**, the City of Loveland will be responsible for the costs of the design work to be completed under the agreement in the total amount of Eighty-five Thousand Dollars and Zero cents (\$85,000.00).

**NOW, THEREFORE BE IT RESOLVED** by the Board of County Commissioners of Hamilton County Ohio that the said Agreement be and the same hereby is approved.

**BE IT FURTHER RESOLVED** that the County Administrator be and he hereby is authorized and directed to execute the Agreement.

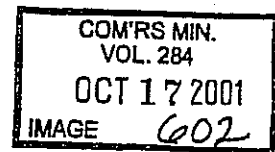
**BE IT FURTHER RESOLVED** that the Clerk of the Board be and she hereby is authorized and directed to certify a copy of the Resolution to the County Engineer.

**ADOPTED** at a regular meeting of the Board of County Commissioners of Hamilton County, State of Ohio, this 17<sup>th</sup> day of October, 2001.

Mr. Dowlin, AYE

Mr. Neyer Jr., AYE


Mr. Portune, AYE

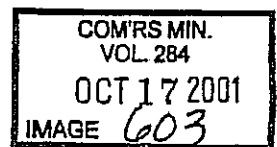


**CERTIFICATE OF CLERK**

IT IS **HEREBY CERTIFIED** that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners in session this 17th day of October, 2001.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of County Commissioners of Hamilton County, Ohio on this 17th day of October, 2001.

  
Jacqueline Panioto, County Clerk  
Board of County Commissioners  
Hamilton County, Ohio



**MICHAEL K. ALLEN**

HAMILTON COUNTY PROSECUTING ATTORNEY

CIVIL DIVISION  
WILLIAM HOWARD TAFT CENTER  
230 EAST NINTH STREET, SUITE 7000  
CINCINNATI, OHIO 45202-2151  
PHONE: 513 946-3040  
FAX: 513 946-3018  
WRITER'S DIRECT DIAL NUMBER  
946-3004

October 3, 2001

William W. Brayshaw, P.E.-P.S.  
Hamilton County Engineer  
700 County Administration Building  
138 East Court Street  
Cincinnati OH 45202

**Re: Road Fund Project-City of Loveland  
Improvement of Rich Road**

Dear Mr. Brayshaw:

I have reviewed the above-referenced Agreement and return the same to you approved as to form. My approval, however, is subject to the following conditions:

1. A Board Resolution authorizing the Agreement and authorizing the Hamilton County Administrator to execute the same has been or will be passed and certified.
2. The Agreement will be fully executed by the Hamilton County Administrator.
3. As required by *R.C. 305.25*, the Agreement will be entered into the Board's minutes by the Board's Clerk.
4. The Agreement will be properly dated.
5. An Auditor's Certificate, as required by *R.C. 5705.41(D)*, will be obtained covering the Agreement amount.

If you have any questions, please call me at 946-3004.

Very truly yours,

Dale H. Bernhard  
Assistant Prosecuting Attorney

DHB/slf  
Encl.

**JOINT AGREEMENT BETWEEN HAMILTON COUNTY  
AND THE CITY OF LOVELAND FOR THE DESIGN OF IMPROVEMENTS  
TO RICH ROAD  
500112**

This AGREEMENT is made and entered into, by and between the Board of County Commissioners of Hamilton County, Ohio, hereinafter referred to as the "COUNTY", acting by and through its duly authorized agent, the County Administrator and the City of Loveland, Ohio, a municipal corporation, acting by and through its duly authorized agent(s), and hereinafter referred to as "CITY".

The COUNTY and the CITY desire to improve Rich Road from West Loveland Avenue to the southern terminus of a previously designed COUNTY project (the Rich Road and Fallis Road intersection improvement), including improvements to West Loveland Avenue approximately five hundred feet east and west of Rich Road, hereinafter referred to as the "PROJECT", and portions of the PROJECT are located within the dedicated road right-of-way located in HAMILTON COUNTY and the CITY.

THE COUNTY and THE CITY HEREBY MUTUALLY AGREE that:

- 1) the PROJECT is required for, and conducive to, the orderly and efficient flow of traffic through the area and that the public will benefit by creating a joint project to complete the design of said PROJECT.

The COUNTY will:

- 1) authorize the CITY to complete the design of the proposed PROJECT either by the City Engineer or by the execution of an AGREEMENT with a PROFESSIONAL ENGINEER.
- 2) be responsible for the costs of the design work to be completed under the AGREEMENT in the total amount of Thirty-eight Thousand and Five Hundred Dollars and zero cents (\$38,500.00), which includes the preparation of Right-of-way plans and descriptions.
- 3) advance to the CITY the above amount upon the execution of this AGREEMENT.
- 4) cooperate with the CITY in the preparation and submittal of a Joint Project Application for possible SCIP/LTIP funds for the PROJECT.
- 5) after funding for the PROJECT is obtained or allocated, execute another Joint Agreement with the CITY for the construction of the PROJECT.

The CITY will:

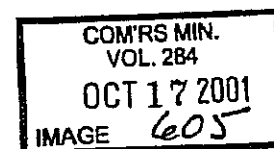
- 1) be responsible for the completion of the necessary design work for the PROJECT either by the City Engineer or by the execution of an AGREEMENT with a PROFESSIONAL ENGINEER.
- 2) administer the AGREEMENT for the completion of the design work, if one is required.
- 3) coordinate the reviewing of the plans by all necessary parties.

- 4) be responsible for the costs of the design work to be completed under the AGREEMENT in the total amount of Eighty-five Thousand Dollars and zero cents (\$85,000.00), which includes the preparation of Right-of-way plans and descriptions.
- 5) after receiving an invoice from the PROFESSIONAL ENGINEER, verify that the invoiced work has been completed and directly reimburse the PROFESSIONAL ENGINEER.
- 6) prepare and submit a Joint Project Application for possible SCIP/LTIP funds for the PROJECT.
- 7) after funding for the PROJECT is obtained or allocated, execute another Joint Agreement with the COUNTY for the construction of the PROJECT.

THE COUNTY AND THE CITY FURTHER AGREE that:

- 1) The Hamilton County Engineer and the City of Loveland Engineer shall each be responsible **ONLY** for the review and approval of the improvement plans for those areas within each respective jurisdiction.
- 2) The design of these proposed PROJECT as a Joint Project does **NOT** mean that either party to this agreement or either Engineer has accepted from or delegated to any of the other parties the responsibility, liability, etc. for the design of the PROJECT within the other party's jurisdiction.

This agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.



## ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The asphalt is deteriorating exposing the aggregate and causing a rough driving surface.

The subgrade is in such a condition that the existing pavement base can be salvaged however the surface requires removal and replacement to provide a smoother surface. The roadway must be lowered north of Fallis to correct the sight distance deficiency (see below).

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**2) How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will eliminate the sight distance deficiency at the Fallis Road intersection (to north). The installation of the traffic signal 3 years previous has helped to alleviate

intersection sight distance concerns for westbound vehicles and through eastbound vehicles.

The deficiency still exists for right-on-red movements out of the school (560' required – see attached). Additionally, the traffic signal does not alleviate the stopping sight distance deficiency (ref. attached chart) requiring 325-400'. Phillips Park currently serves residents in the area serving as a primary facility for youth baseball and soccer.

Resub  
PROP.



Additionally, the YMCA is in the planning stage of designing a regional facility in Phillips Park which will increase turn movements in and out of the park. A left turn lane is included in the proposed design to allow for safer turn movements into the park. Fixing the sight distance deficiency, widening the pavement to current standards and constructing left turns with signalization will eliminate congestion (2020 traffic) and enhance safety over the entire project. Safer conditions will result in fewer accidents (see attached accident reports).

**3) How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The installation of storm sewers in the project area will eliminate the potential for mosquito breeding, as ponding of water in roadside ditches will be eliminated.

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**4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Rich Road Improvements

Priority 2 W. Loveland Avenue Improvements

Priority 3 4" Waterline Replacement

Priority 4 \_\_\_\_\_

Priority 5 \_\_\_\_\_

**5) Will the completed project generate user fees or assessments?**

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No   X   Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

**6) Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The Northeast YMCA is planning on building a facility on Rich Road. Improvements to the roadway system are very important to their development, and they have proceeded with the understanding that the improvements are being planned. This facility will create 150 to 200 new jobs. (please see attached letter from the YMCA)

**7) Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

**8) Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10<sup>th</sup> of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

MRF, YMCA, and Hamilton County

**9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

**Rich and Fallis:** The intersection currently operates at LOS D/B (am/pm) and traffic is projected to grow 24% over the next 25 years (from OKI Regional Council of Governments). With the improvements in place the intersection will operate at LOS C. The sight distance hazard (as described in section 2) will be eliminated.

**Rich and W. Loveland:** The intersection currently operates at LOS F (am/pm) and growth is projected as stated above. With proposed improvements in place, the intersection will operate at LOS C/B (am/pm)

\*Refer to the attached pertinent information from a traffic study prepared by the City of Loveland. Please note that the report includes comparisons to a report (prepared by others) which utilized a de-facto peak hour factor. The Loveland analysis utilized the actual peak hour factor and therefore that is the information utilized for this application. Additionally, the projected growth factor was 1% per year as provided by OKI for this area.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Fallis: D Proposed LOS C

W. Loveland: F

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

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**10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

If no, how many parcels needed for project? \_\_\_\_\_ Of these, how many are: Takes \_\_\_\_\_

Temporary \_\_\_\_\_  
Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Once funding is secured, the City of Loveland will pursue the establishment of the project that allows eminent domain to acquire the needed parcels if necessary. A neutral party will appraise each parcel and owners will meet with ROW agents. If negotiations are not successful, a court case will be filed and the property will be

acquired by eminent domain.

e.) Give an estimate of time needed to complete any item above not yet completed. 12  
Months.

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Rich Road connects Loveland with Fields Ertel Road and Warren County. Fallis Road is the direct connector between downtown Loveland and the high school. Rich Road and Fallis Road are classified as collectors on the Hamilton County Thoroughfare Plan and have a moderate regional impact. W. Loveland Avenue is a minor arterial and a collector (see attached letter from City of Loveland Zoning Director)

**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A  
X

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 7,323 X 1.20 = 8,788 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

**15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax yes

Infrastructure Levy \_\_\_\_\_ Specify type \_\_\_\_\_

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax Yes Specify type Road Capital Improvement Impact Fee

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? \_\_\_\_\_ YES X NO (ANSWER REQUIRED)**

**Note:** Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

**SCIP/LTIP PROGRAM**  
**ROUND 16 - PROGRAM YEAR 2002**  
**PROJECT SELECTION CRITERIA**  
**JULY 1, 2002 TO JUNE 30, 2003**

NAME OF APPLICANT: LOVELAND

NAME OF PROJECT: RICH ROAD IMPROVEMENT

RATING TEAM: 1

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

Appeal Score

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

☒ 5 - Fair Condition

0 - Good or Better

MILL & OVERLAY ONLY  
MAIN WORK IS  
WIDENING

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

☒ 15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

left turn  
lanes  
WIDENING  
UP TO  
LANE WIDTH  
STDS.

Acc data  
does not  
show a  
problem

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

☒ 0 - No measurable impact

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

☒ 25 - First priority project

Appeal Score

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

5) Will the completed project generate user fees or assessments?

Appeal Score

☒ 10 - No

0 - Yes

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- ~~10~~ - The project will directly secure significant new employment  
7 - The project will directly secure new employment  
5 - The project will secure new employment  
3 - The project will permit more development  
0 - The project will not impact development

Appeal Score  
\_\_\_\_\_

YMCA  
LETTER  
150-200  
NEW JOBS

YMCA IS  
GOING IN  
REGARDLESS  
OF THIS  
PROJECT  
"0"

7) Matching Funds - LOCAL

- 10 - This project is a loan or credit enhancement  
10 - 50% or higher  
8 - 40% to 49.99%  
6 - 30% to 39.99%  
4 - 20% to 29.99%  
2 - 10% to 19.99%  
0 - Less than 10%

10%

8) Matching Funds - OTHER

- 10 - 50% or higher  
8 - 40% to 49.99%  
6 - 30% to 39.99%  
4 - 20% to 29.99%  
2 - 10% to 19.99%  
1 - 1% to 9.99%  
0 - Less than 1%

MRF  
HAMCO  
YMCA

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

- 10 - Project design is for future demand.  
8 - Project design is for partial future demand.  
6 - Project design is for current demand.  
4 - Project design is for minimal increase in capacity.  
2 - Project design is for no increase in capacity.

2020  
projections  
- C.T. B  
existing  
@ FPD

Appeal Score  
\_\_\_\_\_

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

- 5 - Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14  
3 - Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14  
0 - Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

- 10 - Major impact  
8 -  
6 - Moderate impact  
4 -  
2 - Minimal or no impact

Appeal Score  
\_\_\_\_\_

Connects  
Lakeland by  
to Fitch's End

12) What is the overall economic health of the jurisdiction?

- ☒ 10 Points
- ☐ 8 Points
- ☐ 6 Points
- ☐ 4 Points
- ☐ 2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

- 10 - Complete ban, facility closed Appeal Score
- 8 - 80% reduction in legal load or 4-wheeled vehicles only
- 7 - Moratorium on future development, *not* functioning for current demand \_\_\_\_\_
- 6 - 60% reduction in legal load
- 5 - Moratorium on future development, functioning for current demand
- 4 - 40% reduction in legal load
- 2 - 20% reduction in legal load
- ☒ 0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

- 10 - 16,000 or more Appeal Score
- 8 - 12,000 to 15,999
- ☒ 6 - 8,000 to 11,999 8,788
- 4 - 4,000 to 7,999 \_\_\_\_\_
- 2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

- 5 - Two or more of the above Appeal Score
  - ☒ 3 - One of the above
  - 0 - None of the above
- NO BACKUP  
FOR OTHER  
FEE LISTED



# ADDENDUM TO THE RATING SYSTEM

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 3 – Health**

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 4 – Jurisdiction's Priority Listing**

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

### Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

### Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

**Definitions:**

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

### Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

### Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

### Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

**Formula:**

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

**Definitions:**

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

### Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

### **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

#### **Definitions:**

***Major Impact*** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

***Moderate Impact*** - Roads: principal thoroughfares, Federal Aid Urban routes

***Minimal / No Impact*** - Roads: cul-de-sacs, subdivision streets

### **Criterion 12 -- Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

### **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

### **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

### **Criterion 15 -- Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.